

CT-795

PENGUIN (Hooper Island draketail)

Solomons, Maryland

PENGUIN is a 45' long V-bottomed, deadrise power workboat of the local type known as a Hooper Island draketail, first developed as a type when gasoline motors became available for use in local Bay work boats in the early years of the 20th century. Built by William C. Dean in Wingate, Maryland in 1935, the vessel was used for oystering. Her wooden hull, with its distinctive round, reverse-rake, or "torpedo" stern, has a beam of 9'8" and a depth of 4'2". The vessel is on display at the Calvert Marine Museum. PENGUIN is significant for being a rare survival of the early power workboat type known as a Hooper Island boat, a vessel type unique to the Chesapeake region. It is also of interest as having been used by the J.C. Lore Oyster Co., Solomons, whose oyster packing plant is now a part of the Calvert Marine Museum complex.

Maryland Historical Trust

State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic PENGUIN

and/or common Hooper's Island draketail CMM 75-257

2. Location

street & number _____ not for publication

city, town Solomons _____ vicinity of _____ congressional district _____

state Maryland _____ county Calvert

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Calvert Marine Museum

street & number _____ telephone no.: 326-3719

city, town Solomons _____ state and zip code Maryland 20688

5. Location of Legal Description

courthouse, registry of deeds, etc. _____ liber

street & number _____ folio

city, town _____ state

6. Representation in Existing Historical Surveys

title _____

date _____ federal _____ state _____ county _____ local

depository for survey records _____

city, town _____ state

7. Description

Survey No. CT-795

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This is a 45' long deadrise, or V-bottomed power boat, of the local type known as a Hoopers Island draketail, especially developed as a type when gasoline motors first became available for use in local Bay work boats. She was built by William C. Dean in Wingate, Maryland, in 1935 and was used for oystering. Her wooden hull, with its distinctive round reverse-rake, or "torpedo" stern, has a beam of 9'8" and a depth of 4'2", and is painted white. The boat is on display at the Calvert Marine Museum to which she was donated after being found at a local oyster house.

PENGUIN was built in Bay fashion using cross-planked construction, with the bottom planking fastened into a plank keel that deepens into a skeg (carrying the propellor shaft within it) at the stern. The round "torpedo" stern is formed using vertical planking. The boat is half-framed along the carvel-planked sides down to the chine. The stem has very little rake and is slightly curved. The hull is straight-sided with some flare to the bows. There is little curve to the sheer except where it rises at the bows. Ice sheathing covers the waterline. There are rubrails and quarter-guards mounted on the hull.

The boat is half-decked, with a deckhouse--cabin and "doghouse" with full door and windows--forward. Washboards line the sides and there is a long platform aft over the stern. The cockpit is surrounded by a coaming. Fittings include two sampson posts, fore and aft; and a mast, "height to suit", stepped just aft of the deckhouse to which is rigged a swinging boom for the operation of patent tongs. A hydraulic motor powers the tongs, which are displayed partially lowered over the port side, as when working. There is a fyke net over the starboard side and a culling board for sorting oysters mounted athwartships.

The boat is powered by a marine gasoline engine, which is housed on deck in a long, low box amidships. There are two smokestacks venting the engine and an exhaust pipe just below the waterline.

The hull was repainted and furnished with fishing gear after her donation to the Museum, but is otherwise in her unaltered condition. The sole decoration is the name PENGUIN - Solomons, painted on the stern in black block letters.

8. Significance

Survey No. CT-795

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	___ architecture	<input checked="" type="checkbox"/> education	___ military	___ social/
___ 1700-1799	___ art	___ engineering	___ music	humanitarian
___ 1800-1899	<input checked="" type="checkbox"/> commerce	___ exploration/settlement	___ philosophy	<input checked="" type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	___ communications	___ industry	___ politics/government	___ transportation
		___ invention		___ other (specify)

Specific dates 1935 **Builder/Architect** William C. Dean

check: Applicable Criteria: ___ A ___ B ___ C ___ D
and/or

Applicable Exception: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Level of Significance: ___ national ___ state ___ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel gains its significance for being a rare survival of a power workboat type known as a Hooper Island boat that is unique to the Chesapeake Bay region. It is also important as a museum display piece which provides an important element of local history at the Calvert Marine Museum, Solomons, Md.

PENGUIN was built in 1935 by William C. Dean at Wingate, Maryland and was used for tonging for oysters in the Solomons area. It was found at the Solomons oyster house of the J.C. Lore Co. and was said to be the "fastest boat around." As exhibited at the Calvert Marine Museum PENGUIN provides an important corollary to the restored J.C. Lore Oyster House, a newly opened exhibit on oystering and workboats that is a part of the Calvert Museum plex. The vessel is displayed with a set of hydraulic oyster tongs, representing modern technology, as well as with a fyke net, showing an ancient way of capturing fish. The hydraulic oyster tongs, an invention of W. Edward Barrett of Lusby, Maryland, are a mechanical adaptation of the older patent tongs which required 3 people to handle them. The hydraulic tongs, requiring only one person's effort, have become a commercially important method of gathering oysters. The first set of hydraulic oyster tongs was manufactured by T. Raynerd Wilson, a local Solomons blacksmith. The display of this vessel and its fishing gear at the Museum illustrates the continuing tradition of innovation in response to environmental and technological conditions affecting the oyster industry.

The unique design of the Hooper Island boat is recognizable by its reverse-rake, round "draketail" (also called locally, "ducktail," "dovetail," "torpedo") stern. This stern type was favored by watermen because it reduced spray over the stern in choppy waters. The unusual design has inspired several theories regarding its origin. According to M.W. Brewington, the ducktail stern represented an improvement over early power workboat designs attempted by Bay builders such as the motorized log canoe. In Chesapeake Bay: A Pictorial Maritime History, Brewington wrote:

Not all design ingenuity passed with sail; when internal combustion engines first appeared about 1904 they offered a challenge the Bay builders quickly accepted . . . One builder who lived in a place where every vessel bound up the Bay almost had to pass his door, frequently saw torpedo boat destroyers (of World War I production) race by. Thinking such a hull would make a good motor boat, what he could see of their hulls above water he copied from stem to stern. With a V-bottom she gave the Baymen . . . speed, low cost, and beauty. Named the Hooper's Island boat after the home of the first builder, the design spread all over the Bay in a short time.

an example of the type PENGUIN provides a frame of reference for the steady increase in beam of power work boats. With a length of 45', her beam in only 9½', narrow when compared with the workboats of today built with a beam of up to 14' on a 40' length.

9. Major Bibliographical References

Survey No. CT-795

Marion V. Brewington, Chesapeake Bay: A Pictorial Maritime History (Cambridge: Cornell Maritime Press, 1953)

Thomas Gillmer, Working Watercraft: A Survey of Surviving Local Boats of America and Europe (Camden, Maine: International Marine Publishing Co., 1972)

10. Geographical Data

See also plans drawn by W. Hall, Calvert Marine M.

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street & number 201 W. Monument St.

telephone 685-3750

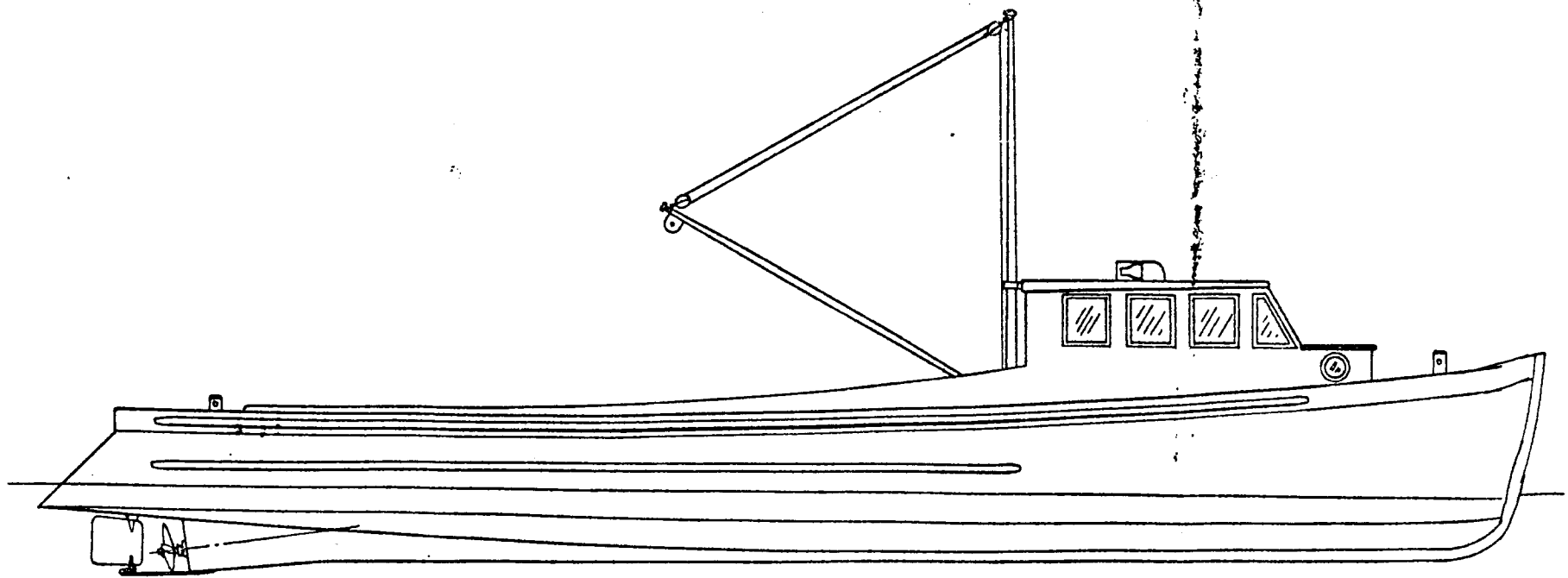
city or town Baltimore

state Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

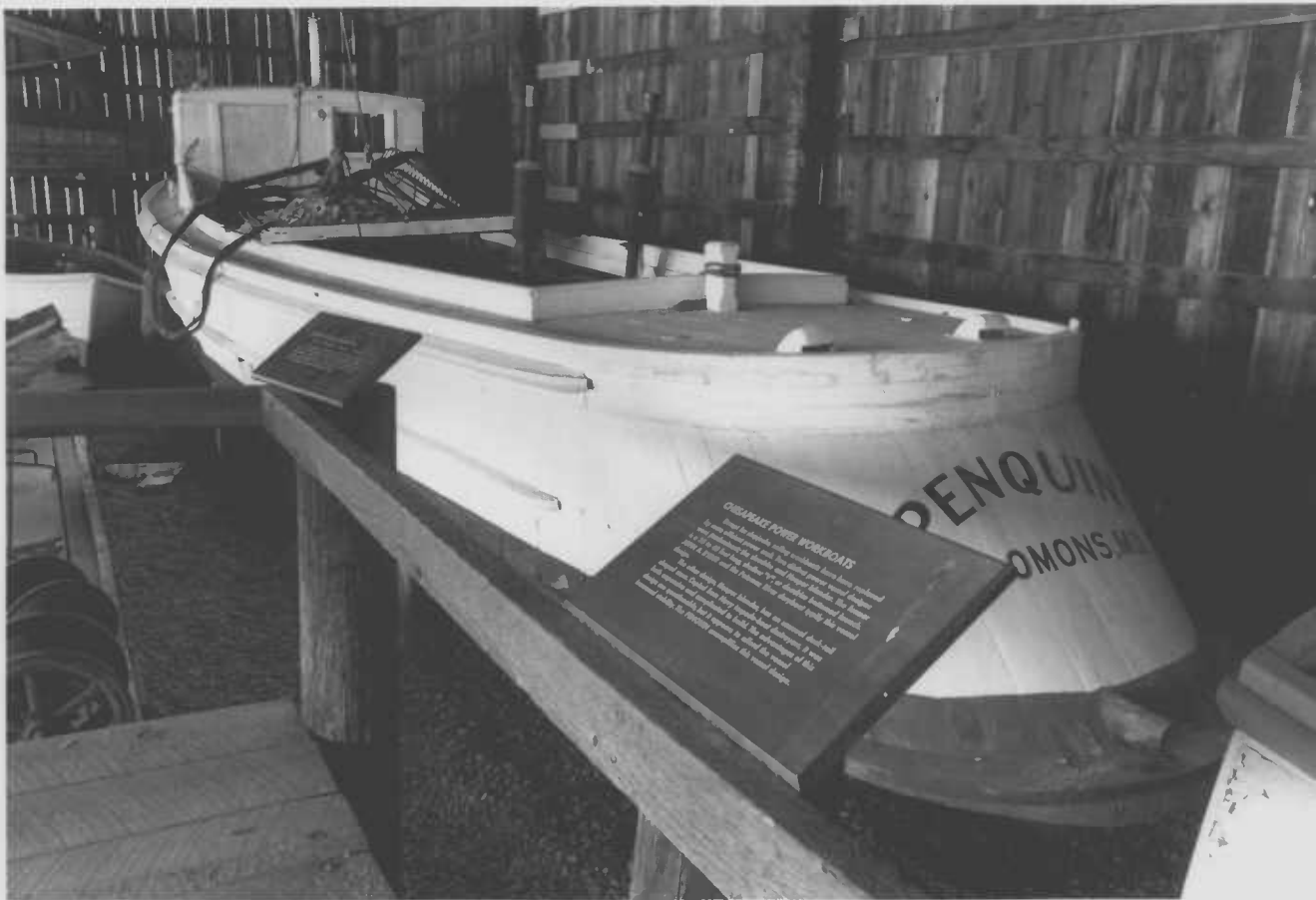
return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438



48' HOOPER ISLAND (DRAKE TAIL) DEADRISE - "PENGUIN" (BUILT 1935)

ALAN CHESLEY
1980

CT 795



CHUGSAK POWER WORKBOATS

Since its inception, the Chugach Power Workboats program has been dedicated to providing the community with a safe and efficient means of water transportation. The program has been successful in providing the community with a safe and efficient means of water transportation. The program has been successful in providing the community with a safe and efficient means of water transportation.

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PENGUIN
Solomons, Md

stern
M. C. Wootton

4/84

PENQUIN



CT-795

CT-795

PENGUIN

Solomons, Md

bow

M. C. Wootton

4/84



CT-795

CT-795 .

PENGUIN

Solomons, Md

stern

M. C. Wootton

4/84